

Taking Stock

Newsletter of the Stock Corvair Group

Volume 2 Issue 1

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SCG Mission Statement

- Encourage interest in and aid in the research, preservation, restoration and operation of Stock Corvair automobiles, trucks and related vehicles
- Provide an environment in which members can expand their knowledge and common interest in Stock Corvairs
- Provide a friendly social environment in which members can appreciate and enjoy their progress in maintaining or restoring Stock Corvairs.
- Provide a means for gathering and publishing data, documenting the physical appearance, and historical background of Stock Corvairs.

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2nd Annual ASCE Now!



Bill Hubbell,
SCG President

I hope all of you have had a good year. I really had meant to get a newsletter out long before now, but as most of you know, I have been rather busy this past year.

By now you should all be getting ready to attend the CORSA international convention in Detroit, Michigan, which starts on July 24th. The SCG will be there. We have plans to put on the 2nd Annual Stock Corvair Evaluation. This year it will be held on the opening day, in conjunction with and next door to the Concours Classification. This will give anybody who may be seeking a Stock Classification a chance to come over to the ASCE first to get our advice in case they want some help. The earlier scheduling will also give the SCG a chance to identify cars they may wish to study in more depth over the course of the week.

We will have our annual business meeting the following day, which should be great, as we will be able to debrief each other on the activities of the ASCE and make plans for future events.

We have a couple of interesting articles written by Larry Claypool and Dave Newell. The first is a discussion of the yearly changes in Corvair Passenger Car Upholstery, and the second deals with Passenger car colors. I did my best to spice the article up with some photos and charts.

We also have a nice article by Dave Trull detailing the history of the last Corvair convertible.

Dave Ellis gives us a summary of the first ASCE, held in Buffalo last year, complete with a few photos of the event.

We are looking forward to Detroit, where we are told there may be a display of both the earliest and latest known corvairs



Corvair Passenger Car Upholstery

Information compiled by Larry Claypool and Dave Newell.

500 Series

1960 500s came only in gray cloth. It was used on all areas except the seatback, which was matching vinyl. 1961-62 500s featured multicolored cloth and vinyl upholstery through 1962 except the 1961 Lakewood 500 which used all vinyl. The 1961 colors were green, blue and a gray/ivory combination. Starting in

1962 and continuing through 1964 the colors were fawn, aqua and red. 1963 and 1964 500s used all vinyl; no cloth was available.

Late model 500s came clad in a choice of three all-vinyl colors with a simple embossment until 1968 when deeper embossments arrived and continued into 1969. Colors for 1965 were aqua,

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1st Annual Stock Corvair Event

By David Ellis

Chairman, 2006 ASCE Planning Committee

(originally published in the CORSA Communiqué)



Fourteen owners gathered together on July 27, 2006 to participate in the First Annual Stock Corvair Event. Designed to give participants a chance to examine a number of cars, and learn from each other about Stock Corvairs.

Originally planned as an outdoor event, we were forced to utilize the second floor of the hotel's parking deck due to a significant thundershower. It was dark enough there that

flashlights were mandatory for evaluating anything. Unfortunately, the Memento Photos turned out to be pretty poor as my camera flash was not up to the daunting task of illuminating the car and its owner in "the dungeon"!

We were very pleased to see the broad diversity of cars in attendance. Both the US and Canada were represented,. All years except 68 were represented; with a broad mix of coupes, sedans, convertibles, and yep, there was even a station wagon.



Participants were as follows in alphabetical order:

Steve Adams, Jim Andersen, Marissa Andolino, John Bertsch, Mark Corbin, Lovell Dusseau, Al Grenon, Stan East, Bill Hubbell, Bob McShane, Ray Morales, Dan Perry, Bill Stanely, and Ron Yaskovic.



There were plenty of additional knowledgeable folks who showed up to assist in the evaluation/documentation process. Lots of notes were made on the Evaluation sheets, and several gigs of digital images were captured. Participants received a copy of their Evaluation sheets.



The data/information collected is the first step towards gathering a complete set that will document "stock" for all models, years, time levels. Of course, the ultimate goal is to make that information available both electronically via the web, and in hard copy to the members of CORSA. In the future when your grandchildren wants to restore your Corvair, they will have a source to go to to find out what "stock" for that vehicle.

We are looking forward to having a larger venue at Detroit, with more time available to conduct evaluations, and create documentation.



Officers of the SCG

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fawn and red. In they 1966 were blue, fawn and red. In 1967 they were blue, fawn and black, and in 1968 black, blue and gold. For 1969 the colors were black, blue and medium green.

700 Series

The 1960 700 models used gray, green or blue color cloth on the cushion and backrest, with matching vinyl elsewhere. 1961-64 700s offered four color schemes in cloth and vinyl material. As in 1960, cloth was used for the seat cushion and most of the backrest; the remainder of the seat was done in vinyl. 1961 colors were gray, green, blue and red. Color choices from 1962-64 were fawn, aqua, blue and red.

Monza, Spyder and Corsa Series

1960 Monzas were all vinyl, with choice of red, blue, turquoise or green, depending on exterior color. The green had was actually a yellow-green and seldom ordered. The seats featured a close vertical line pattern with a large unpatterned rectangular area at the top of the backrest. A peculiarity of the '60 Monza was that only the driver's seat adjusted; the passenger seat was stationary.



1961 Monza coupes carried over from '60 with white, black, fawn, red, blue, and green as the colors. 1961 green was a more 'normal' medium green, similar to the arbor green exterior color. The passenger seat now had adjustable tracks. The new 1961 Monza four-door models had a much more interesting seat variety. Standard equipment was a bench seat with vinyl and "Impala" cloth inserts. For extra cost, the Monza four-door could have real bucket seats, except these too were special with "Impala" cloth inserts in the cushion and backrest, just like the bench seat. Colors were black vinyl/ gray cloth, white/gray, blue/blue, green/green, fawn/fawn, and red/red. Later in the year, these special seats were phased out and replaced by all vinyl versions. This was the only year cars with cloth buckets were available. They are very rare and seldom seen.

New patterns and colors arrived for 1962. Seats still featured a vertical line effect, but the lines were very widely spaced. The backrest featured small chrome accent buttons about six inches below the top. For the Monza coupe and convertible the all vinyl bucket seats were standard in choice of black, red, fawn, blue, aqua or gold. This year's gold is rarely seen and is actually yellow. Monza four-doors and wagons still had a bench seat as standard in 1962, and featured a superb cloth and vinyl combination with vinyl covered color-keyed button inserts like the chrome ones on the buckets. Colors for the both the bench seat interior were limited to fawn, blue, aqua, gold or red. Optional vinyl buckets were available in the sedans and wagons with the same color choices as the bench seats.

The 1963 seat lineup was simplified by making all vinyl buckets standard for all Monzas. The pattern returned almost identical to that used in 1960 and 1961, but added six small rectangles with oval chrome buttons at the top of the backrest. Colors were black, white, red, blue, aqua, saddle and fawn. 1964 buckets carried over the same colors as 1963, but featured new patterns without accent buttons. The 1964 fawn was more of an off white color this year instead of a light gold as in 1961-63.

1965 Monzas and Corsas featured a new, narrower bucket seat as standard. All-vinyl colors included black, white, red, blue, fawn, saddle and the seldom seen slate. The vertical line motif was used again, similar to 1960, 1961 and 1963. No accent buttons were used, but the embossment of the backrest wrapped over the top and down one-third of the seatback.



Colors for 1966 were black, white, fawn, bright blue, red, bronze and turquoise. Saddle was listed in the first 1966 brochures but was not available in production. Upholstery pattern changed to widely spaced vertical lines with oval accent buttons on the backrest. 1967's carried over the same pattern as 1966 however the "Astro Buckets" were narrower still and color choices were slashed to only three; bright blue, black and gold.



The same colors were offered in '68 although gold was more green. The material had a new pattern with oval accent buttons now squared off at the edges.

1969 duplicated 1968 offerings except the blue was darker and gold was replaced with medium green. In addition the bucket seat bottoms were made slightly wider this year.

The Last Corvair Convertible

By Dave Trull



The last known Corvair Convertible built is a 1969 Frost Green, 110hp Powerglide equipped car. It is Vin number #5997.

coloration is correct for these to be #5998 and #5999, and the timing for the photo before the press arrived for the ceremony is right, but he cautions that we cannot verify the car in the photo is #5998. Regardless, Dave Newell believes that #5997 is the last Corvair Convertible built. At this time, #5999 displayed at the "Corvair Preservation Foundation" and #5997, are the last two Corvairs off the production line known to exist.



There were only three cars built after #5997. Both #5999 and #6000 were coupes, and a photo from the last day of production shows what is believed to be #5998 and #5999 stopped on the assembly line for a personal photo op before the press arrived for the ceremony for #6000.



Joe Casey & John Moulton 5-14-69 with #5998 and #5999

Both cars in the photo were coupes, and Mark Corbin, the former owner of #5999 believes that the car in the rear is #5999. Dave Newell has examined the photo and agrees the

MAGGINI CHEVROLET 2345 SHATTUCK AVE BERKELEY CALIFORNIA		CHEVROLET MONZA CONVERTIBLE Green-Med Green Coloration	390839
Dealer To Whom Delivered	95209	Order No.	C48934 11
Delivered To Dealer At (if Different From Order)		Plant Assembly Plant	YPSILANTI MICHIGAN
Make	CHEVROLET	Model	1067 MONZA CONVERTIBLE
Model	1067W705997	MSRP	2641 00
Destination Charge			136 75
Manufacturer's Suggested Retail Price (Includes Federal Excise Tax on this Motor Vehicle and Suggested Dealer Fee (at Preparation Charge for this vehicle as equipped with factory and accessories included by Manufacturer).		Subtotal	2777 75
Manufacturer's Suggested Retail Suggested Prices on Options and Accessories included on this vehicle by the Manufacturer.			
3B37BA FLOOR MATS 2 FRONT / 2 REAR			11 60
2B93AA DOOR EDGE GUARDS			4 25
3C35AA CONVERTIBLE TOP/WHITE			10 00
3B33AA REMOTE CONTROL REARVIEW MIRROR			10 55
3F41AP SPECIAL PURPOSE SUSPENSION			18 55
3A42AA 110-HP TURBO-AIR 164			26 35
3M35CA POWERGLIDE AUTO TRANSMISSION			147 85
3N66AA WHEEL COVERS / MAG STYLE			63 20
3P19AA SPARE TIRE LOCK			5 30
3P54AA 7.00 X 13 WHITEWALL TIRES			28 20
3A23BA AM PUSHBUTTON RADIO			61 10
3707AA MED GREEN VINYL TRIM			00 00
2B19WV 28-29 FROST GREEN			00 00
THIS CAR INCLUDES ALL THESE FEATURES-STRATO-BUCKET FRONT SEATS, COURTESY LIGHTS, GLOVE COMPARTMENT LIGHT, CARPETING, FRONT SEAT BACK LATCHES, LIGHTER, WHEEL COVERS, WHEEL OPENING MOLDINGS, BODY BILL MOLDINGS, HEAD RESTRAINTS			
Factory Stocked Options and Accessories		Subtotal	368 95
Total Amount (Does not include dealer installed options or accessories. Make or Year Model or Model Year)			\$ 3146 70

CHEVROLET

YOU GET ALL THESE VALUABLE QUALITY, SAFETY OR CONVENIENCE FEATURES AS STANDARD EQUIPMENT

- Outside rearview mirror
- Wide day-night inside mirror
- Energy-absorbing steering column and absorbing wheel
- Anti-theft lock system for ignition, steering and transmission selector
- Starter safety switch
- Automatic ignition key alarm
- Individual instrument panel and fan blower
- Seat belts with pretensioner buckles and outer front retractor
- Four-way heated warning flasher
- Passenger-side door locks with forward-mounted lock buttons
- Dual-speed electric windshield wipers and washer system
- Engine emission control system
- Dual master cylinder brake system with warning light
- Side marker lights and parking lights that illuminate with headlights
- Back-up lights
- Flush-and-dry outdoor panels
- Magic-Mirror acrylic backup lens
- Body by Fisher

AND MANY MORE . . .

CHEVROLET MONZA CONVERTIBLE
Green-Med Green Coloration

Reproduced Window sticker for #5997

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Frost Green was the featured color in 1969 and it was the most common color for 1969 Corvairs. The popularity of this color is I believe, more due to Chevrolet promoting this color than future owners specifically asking for this paint when ordering their new Corvair. Corvair #5997 appears to have not been pre-ordered and therefore it was “spec” out by the factory with the most common color paint, interior, and options. These include Frost green exterior paint with matching green interior, Powerglide with 110hp engine, AM radio and white sidewall tires.

Additional options found on the car include, remote mirror, original spare tire lock, and factory mag style wheelcovers to replace the incorrect “500” hubcaps found on the car.

The car was originally purchased in 1969 at Maggini Chevrolet in Berkeley California by Ed Brewer an employee of the dealership. The car still has its original License plates and license plate frames, and was in the possession of its original owner until 1999. I purchased the car from the second owner.



Overall the car is in very good unrestored condition. Engine and interior are original, and the car has been repainted once, probably due to some right front fender repair in the past.

A search of the car produced a Fisher build sheet (see picture) and the following original equipment coded items:

- Windshield code: LV-7 (Mar 7 1969)
- Carpet date: (9/23/68)
- Carb Code: D 9 (April 1969)



Original dealer license frame from Maggini Chevrolet.



Fisher body tag from # 5997



Powerglide code



Engine code: 19W705997 T1205AF



Original Fisher build sheet found under rear seat

Chevrolet Exterior Paint Colors

Historical information provided by Larry Claypool and Dave Newell.

1960 CHEVROLET
CHEVY II - CORVAIR - CORVETTE

Color Chart with 20 color swatches and two-tone combinations. Includes text: "SPECIFY: DGL For DURACRYL Acrylic Finish...".

For the 1960 model year, two colors were not available initially. These were Roman Red, which became available in November 1959, and Crocus Cream, which was available in the Spring of 1960. Although dealer literature was very clear, paint supplier color charts implied that all full size Chevrolet colors were available on the Corvair, but that was not always the case.

Regular 1960 Chevy colors that were not available on the Corvair were Suntan Copper, Shadow Gray and Fawn Beige.

Shadow Gray was not available in 1961 either, and Almond Beige and Fawn Beige were only available on the Monza series.

1961 CHEVROLET
CORVETTE AND CORVAIR

Color Chart with 20 color swatches and two-tone combinations. Includes text: "SPECIFY: DGL For DURACRYL Acrylic Finish...".

In 1962 a special Anniversary Gold color became available for the full size Chevrolets in honor of Chevrolet's 50th Anniversary but this color was not available for any Corvair models. Other regular '62 colors were the same as regular Chevrolets and could be had on any model Corvair.

1963 CHEVROLET
CHEVY II - CORVAIR - CORVETTE

Color Chart with 20 color swatches and two-tone combinations. Includes text: "SPECIFY: DGL For DURACRYL Acrylic Finish...".

Colors for 1963 Corvairs were the same as full size Chevrolets with no model restrictions.

All 1964 colors were available with the limitation that Goldwood Yellow could only be obtained on Monza and Spyder.

1964 CHEVROLET
CHEVY II - CORVAIR - CORVETTE

Color Chart with 20 color swatches and two-tone combinations. Includes text: "SPECIFY: DGL For DURACRYL Acrylic Finish...".

In 1965 Corvair colors duplicated full size Chevrolet colors although Evening Orchid, Glacier Gray, and Crocus Yellow were only available on Monza and Corsa models.

1962 CHEVROLET
CORVETTE AND CORVAIR

Color Chart with 20 color swatches and two-tone combinations. Includes text: "SPECIFY: DGL For DURACRYL Acrylic Finish...".

1965 CHEVROLET
CORVETTE - CHEVY II - CORVAIR - CORVETTE

Color Chart with 20 color swatches and two-tone combinations. Includes text: "SPECIFY: DGL For DURACRYL Acrylic Finish...".

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Editor's Mailbag

From: Gary Hubbert [mailto:hubbert@pacbell.net]
Sent: Wednesday, November 15, 2006 4:05 PM
To: whubbell@umich.edu
Subject: Original '65 monza coupe

Sir;

I have a documented original '65 Monza 110 4sp., in Artesian Turquoise (K-K) w/White interior. The car was parked in a garage upon the original owners death in '68 and stayed there till '90 when purchased by Bud Steel who was the local area mechanic specializing in Corvairs at the time. At this point the car had 36K. I also have all of the original owners service records. Bud replaced the carpet, repaired damage to the hood from the widow stacking things on it, and serviced the car including lubing all the cables and related items one would expect after dry storage of 18 years. Without it even leaving Bud's shop, he sold the car to Dave Rodriquez, who along with several other people, was forming what would become Corsa Chp. 956 CCRC (Classic Corvairs of River City, Sacramento, Ca.). Dave is still with us to verify the cars history from this point forward. Dave took the car home (which by coincidence is only 3 blocks from the original owners home) where it resided in his garage for 12 more years, accumulating another 3K participating in club events.

In 2002 I saw the car at a club event and it was love at first sight. By chance Dave had just purchased a new car and was looking to free up garage space to park it in. He had also come to the point where he wanted to see someone get some use out of his little 'cream puff', and I was just the candidate. At this point the car had 39K. Since acquiring the car in '02 I've put an additional 9K on it, and it has run excellently, it now has 48K. Unfortunately I've not been able to keep it under covered storage, and there has been a dulling of the paint thru oxidation as one would expect. The under hood, door jams, and engine compartment still show the high luster and color of the original finish, and I've acquired 2 Qts. of the new factory formula acrylic lacquer for repairing the exterior. I believe with a minimum of prep work the original luster could be returned to the factory finish, and this would also allow the opportunity to repair the chips and a couple of Crestline dings that have accumulated over the years. The interior is in perfect condition and all original, no oxidation of any of the plastic nor is there any moisture damage to the stitching or chrome.

By the way, although this car is your basic stock Monza with few options (tint w/s only, CC Grp A, rear antenna, Dashpad, spare lock, Cst Dlx Front s/b w/retr), it does have a VERY rare item that is factory original. I've only seen 5 or 6 dash's that had this variation (and only on swap tables), and they were all from 500s. This car has a dash that is all standard for a '65 Monza except the area outside of the thin 'chrome' stripe that runs around the outer edge of the panel. This area instead of being

wrinkle silver as the rest of the dash is a smooth black similar to the black I've seen on original finish GM fenderwells (new black?). Like I was saying, I've also seen this on a few 500 dash's (I identify them by the fact they are neither wrinkle black or silver, but painted a color matching the interior dash color). From the other knowledge I have about what Chevrolet was doing with Corvair at that time, I suspect this was an experiment Chevrolet was conducting on the first of the new body style. This would be supported by the fact that this car is the 52nd car of the '65 run built at the LOS plant. It also has the body code plate attached on the rear rail left of the latch support instead of to the right like my other '65 coupe that was the 5280 car built at LOS.

This car is the 5th of 8 Corvairs (not counting the '65 sport sedan my parents purchased new) I've owned and one of the 6 I still have. I'm a disabled Desert Storm Veteran and a retired ASE Master mechanic and as I'm ageing I find it's taking lots more time to get way less done, so, I am interested in finding this car a good home. Mind you the car has a few other items that are needing some attention, nothing I couldn't do myself, but because of the large number of projects (include honey do, remodel and garage building) I would be willing to let it go at a price commensurate to its 'as driven' value. I've already found a home for the Turbo coupe and Come this spring I'll be letting go a 83K mostly original '66 Monza Convertible. That will eliminate all my originals and will leave me with a beater '66 convertible to drive and the two '65 coupes I've decided to keep as modified cars to play with.

I would appreciate it if you would pass along this information with my Email address to any of your members that might be interested. I would also be interested in contributing to your research library some of the firsthand knowledge I have concerning what was going on with Chevrolet and Corvair in '65 and in particular information about the Sport Coupe/Sedan option as my parents acquired new. In particular, did you know that the 'Sport' option came with (at least on my parents Sport Sedan) a silver alcove?

Gary Hubbert
 President, CCRC, Corsa Chp 956

Editor's Note: As you can see, Gary sent me this e-mail in November of 2006! I told him I would put it in the next newsletter—I guess you can see how backed up I have been. I don't know whether he still has the car or not, but I hope he is still interested in contributing to the SCG.

